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Per Dozen ... \$12.00  
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Per Dozen ... 15.00  
The Best Whiskies at the Price  
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**H. PRICE & CO.**  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857.

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The Highest Possible Award.  
**JOSEPH GILLOTT'S**  
PENS.  
Of Highest Quality, and having  
Greatest Durability and Strength  
for CHEAP PEN.  
The Only Award, Chicago, 1893.  
NUMBERS FOR VARIOUS BANNERS  
Barrel Pens, 332, 336, 237, 106, 404, 700.  
Slip Pens, 332, 336, 237, 106, 404, 700.  
In Fine, Medium, and Broad Points.  
The New Turned-up Point 1032.

NO. 13,582 號式十機百伍千萬年第一光月十日 HONGKONG, TUESDAY, SEPTEMBER 24TH, 1901. 式年九百零九年十月月日 HONGKONG, TUESDAY, SEPTEMBER 24TH, 1901. PRICE, \$2 PER MONTH

## CHAMPAGNE

JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$45.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brandy to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

JOHN WALKER & SONS  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
FINE OLD HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
SIEMSEN & CO.  
Hongkong, 1st January, 1901.

CUTLER, PALMER  
& CO.'S  
PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 8.00 p.m. Every 10 minutes.  
8.45 p.m. to 9 p.m. 9.45 to 11.15 p.m. very 1 hour.  
NIGHT CARS.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.45 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS on Week Days.  
SATURDAYS.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 88 & 90, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

VICTORIA CYCLE  
EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Empaneling a speciality.

MCKIRDY & CO.,  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.  
PORTLAND CEMENT.  
\$5.50 per Cask of 275 lbs. net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901.

RUINART PERE & FILS, REIMS  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPIERS.  
Ship the finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.,  
sole Agents.  
Hongkong, 17th May, 1901.

## JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR  
INDIGESTION, DYSPEPSIA, FLATULENCY  
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

PHOTOGRAPHIC PLATES, PAPERS  
AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & CO., 172, QUEEN'S ROAD, HONGKONG.

## TAILORING DEPARTMENT

Special Offer for TWO MONTHS ONLY of our Surplus Stock of THIN AUTUMN  
SUITINGS at the following Exceptional Prices:

FLANNEL LOUNGE SUITS	\$20
TWEED & CASHMERE SUITS	\$29
BLUE SERGE SAC SUITS	\$30
WORSTED & ANGOLA SUITS	\$33
BLACK TWILL DRESS SUITS	\$45

LANE, CRAWFORD & CO.

## WATKINS'



## BRAND

### AERATED WATERS.

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

SOLE MAKERS OF CINCHONA TONIC & CLARADE.

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & CO.'S INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassall

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,  
\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKEY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

## CHAMPAGNES.

PAUL DOMMIER GOLD MARQUE.

C. H. DARGONNE & CO.

IRROY & CO. CARTE D'OR EX SEC.

LANSON PERE ET FILS.

PIPER HEIDSIECK, GOLD FOIL

GIESLER & CO.

KRUG & CO. PRIVATE CUVEE.

BOLLINGER & CO. VERY DRY.

LOUIS ROEDERER GRAND VIN SEC.

POMMERY & GRENO.

SOLE AGENTS—

CALDBECK. MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 19th September, 1901.

## SALAD OIL AND PURE WINE VINEGAR.

### BESEDÈE OIL.

EXTRA SUPERFINE VIRGIN CLARIFIED

PURE LUCCA OIL

EXTRA SUPERFINE (in Tin of 1 Gallon)

\* Special Price for Quantity.

PURE WHITE WINE VINEGAR (à l'estragon)

RED

JUST RECEIVED.

80.90 per Bottle

0.90 " Tin

4.00 " "

0.40 " "

0.40 " "

0.40 " "

0.40 " "

0.40 " "

G. GIRAUT.

6, QUEEN'S ROAD.

## COTTAM & CO.

HAVE RECEIVED A NEW STOCK OF SOFT FELT HATS in ALL SIZES

and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.

Are now being Shown.

## W. BREWER & CO.

NEW BOOKS, NEW EDITIONS, NEW GENERAL STOCK EX ENGLISH MAIL, &c.

Newest England: Notes of a Traveller in New Zealand, with some Australian Comparisons, by Henry Demarest Lloyd.

Cinderella, by Crockett.

Every Man His Own Lawyer.

Hutton's Work Managers' Hand-Book.

Hutton's Steam Boiler Construction.

Kipling's 1st and 2nd Jungle Books.

Sheldon's Electrical Machinery.

Royalties of the World.

Davies's Metallurgy.

Martin's Siege of Peking.

The Dog: How to manage and how to treat him, by Maylow.

Fights for the Flag, by Fitchell.

A Midnight Passenger, by Savage.

Sister Teresa, by Geo. Moore.

Khaki in South Africa.

The Globe Song Folio.

FOR SALE.

A LARGE QUANTITY OF SECOND-HAND FRENCH NOVELS.

VERY LOW PRICE.

BEST and CHEAPEST BRAND EGYP.

TIAN CIGARETTES in AIR-TIGHT TINS.

23 & 25, Queen's Road, Hongkong.

CHARGES MODERATE.

NOTICE.

REMIN

## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S  
CELEBRATED  
**E** BLEND.  
VERY OLD LIQUEUR

SCOTCH  
**WHISKY.**

Pronounced by Connoisseurs to be the  
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

**A. S. WATSON & CO.**  
LIMITED,

THE HONGKONG DISPENSARY.

[35]

DEATH.  
On the 22nd inst., at Yokohama, suddenly, of  
apoplexy, JOHN JOSEPH FRANCIS, K.C., aged 62  
years.

**The Daily Press.**HONGKONG OFFICE: 14, DE VEGU ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th September, 1901.

AMONG the incentives which exist to prompt such terrible outrages as the murder of the late President McKinley and others who have fallen martyrs to the hand of an assassin, the fact of notoriety has undoubtedly always counted for much. The problem for the administrators of justice after such crimes have been committed therefore is to punish the evil-doer without giving him the chance of figuring as a victim in the eyes of the less stable section of the community. It has been long recognised that the effect of a more or less public execution is rather to lend a spurious halo to the perpetrator of the murder than to convey a salutary lesson. In countries like Italy, where capital punishment has been abolished, the sentence of imprisonment for life in solitary confinement is doubtless effective, for the pitiful romance of death on the scaffold is lacking to signalise the murderer's end. Bresci, the assassin of the late King Humbert, committed suicide in madness induced by his punishment, and his fate thereby attracted far less attention than if he had been hanged or beheaded soon after the commission of his awful deed. In the great majority of cases of attempted assassination the guilty parties have been adjudged insane; even in cases where the crime has actually been perpetrated the murderer has usually had the benefit of whatever doubt may have existed. The recent murder in Japan of Mr. Hosoi Toru has furnished an extremely interesting example of the way in which the tribunal before whom the culprit is brought to justice may regard the affair. As will be seen from the intelligence already given, Iba Sotaro, who killed the deceased Japanese statesman, got off with life imprisonment, the Tokyo Chiho Saibansho finding that there were extenuating circumstances. In this connection some remarks in the *Kobe Chronicle* are worth quotation. Our contemporary says:—

"That Iba's punishment has been reduced 'one degree is a small matter in itself, and it may be urged with some force that 'imprisonment for life is a sentence far less likely to exalt the assassin in the

minds of the populace as a martyr to 'patriotism than the infliction of capital punishment. It will be recalled that when Viscount Mour was murdered, and his assassin executed, for years afterwards 'pilgrimages were made to the grave where the latter was buried and offerings of incense and flowers made. A sentence of life imprisonment at least prevents such an unfortunate exhibition of sympathy for violent deeds done from patriotic motives; while it has the further advantage of showing that in the eyes of the law life is sacred and is not to be taken lightly, even when the offence is most grave."

"Altogether it seems regrettable that on such an important occasion the judges who tried Iba Sotaro found themselves unable to issue a weighty condemnation of the act and the reasoning by which Iba has sought to justify himself before the country." The cases of Mr. Hosoi's murder by Iba and of President McKinley's murder by Czolgorz are of course very different. We know of no plea urged by the Polish anarchist in extenuation of his deed; Iba Sotaro insisted on his patriotism. Czolgorz has been found guilty of murder in the first degree and will presumably end his life by electrocution; the Japanese assassin is doomed to spend his remaining years in prison. In neither case can any sane man discover a romance. Unfortunately the death-penalty conveys to some morbid minds the glory of martyrdom. The decision as to the right course to take in the punishment of such crimes is indeed a hard one. In many ways the method adopted in dealing with King Humbert's assassin seems to combine the maximum of punishment with the minimum of notoriety. But the punishment, nevertheless, is to many revolting inhumanity. The question is whether such people as Bresci, Czolgorz, and their numerous predecessors retain the right after their crimes to be considered human."

So many contradictory rumours have been circulated about the movements of the Chinese Imperial Court that it is perfectly impossible to judge what importance should be attached to the Hsianfu despatch quoted in our Shanghai correspondent's telegram of yesterday's date. Recent news from the North has led us to believe that preparations for the Court's return to Peking were being pushed on. The Forbidden City was handed over to the Chinese troops on the 17th instant, and it was reasonably to be expected that, were the desire to return to Peking genuine, the Court would only allow the period necessary for effecting repairs to the palaces to elapse before starting from Hsianfu for the capital. It is many months since we first heard of the Emperor's great anxiety to be back in Peking once more. It is true that the story about a probable stay at Kaifengfu is not new. Indeed, it has been reported more than once during the current year that Kaifengfu would be made the temporary capital of the Chinese Empire, or that the Empress Dowager at least would advance no further on the road to Peking. No such stories, however, had any appearance of certainty. Until we learn more of the latest despatch we must give it no more importance than its predecessors. Still it must not be forgotten that more than one foreigner who can claim to speak with authority on Chinese affairs has prophesied that the "desecration" of Peking will be an effectual bar to the settling down of the Court in its old surroundings. It is urgent that all means should be taken to bring the Emperor Kwang Hsu back. Until he is once more in Peking the restoration of order cannot but seem incomplete in the eyes of Chinese and foreigners alike. In the occupation by the Allies of the Chinese capital the greatest lesson of the unacknowledged war between China and the world has lain. If the fact of that occupation is to be taken as unfit to the centre of government, practically all the value of the lesson is lost. Moreover, at Kaifengfu the Emperor will still be in the hands of his captors. Only in his escape to Peking can any guarantee of good government for China be given.

The Hon Soc. of the Hongkong Jockey Club informs us that a telegram has been received from Singapore containing the information that it is expected the subscription griffins for Hongkong will be shipped on the 25th instant.

A billiard tournament will commence on the 3rd prox., at the Soldiers' Club, the prize being a massive silver cup presented by the Club, and a souvenir for each member of the winning team and a prize for the highest break during the tournament, which will be open to the members and honorary members, this including the troops in garrison, the Navy, the Volunteers and Police.

On Sunday night fire broke out in a samash store on the second floor of No. 369, Queen's Road Central. Damage to the extent of \$150 was done. But for the prompt action of Sergeant Dymond and Constables Broomefield and Wilden, who hurried along with a despatch box and extinguished the flames before the arrival of the Brigade, considerable damage would have resulted. The place was insured for \$7,000 with Messrs. Siemens and Co.

The only man-of-war in Amoy harbour on the 19th inst. was H.M.S. *Astrea*. H.M.S. *Entrepeneur* was away on a cruise.

The return of visitors to the City Hall Library and Museum last week shows that 311 non-Chinese and 117 Chinese visited the former, and 67 non-Chinese and 1,590 Chinese the latter institution.

The Emperor William is ambitious to ship as a author, among his many other hobbies. He is said to be engaged in writing history of the storming of Taku forts—from a German Emperor's point of view, of course.

The *Bengal*, with the next English mail, left Singapore on Saturday, the 21st inst., at 4 p.m., and may be expected here on Thursday, about noon. Replies are due to letters despatched from Hongkong on the 29th July.

We have received the programme of the Shanghai Autumn Races Meeting, to be held on the 5th, 6th, and 7th November. Ten races are to be run on each of the first two days, nine on the third, while three events come off on the "off day." Five races in all are for Wulers.

Last week's plague cases were two (one in Victoria), with two deaths, bringing the year's figures up to 1,641 cases (1,557 Chinese, 53 other Asiatics, 31 Europeans); 1,570 deaths (1,523 Chinese, 35 other Asiatics, 12 Europeans). The only other communicable disease reported was enteric fever, of which there were three European cases in the Harbour, two proving fatal.

On the 18th inst. at H.M.S.'s Supreme Court, Shanghai, F. G. Kessing, proprietor of the St. George's Hotel, for unjustifiably assaulting and wounding a Chinaman with a hoe, was sentenced by His Honour Chief Justice Wilkinson to three months' imprisonment with hard labour. The assault took place in the neighbourhood of Jesaffeld on the 15th July. The accused pleaded that he acted in self-defence.

The steamer *Sural*, which arrived at Shanghai from Hankow on the 17th inst., reported H.M.S. Woodcock arrived at Hankow on 14th September, from up river; *Algierine* and *Snipe* still at Hankow on 14th September; *Bramble* still at Kinkiang on 15th September; *Eudynia*, *Dido*, and *Pique* at Nanking on 16th September; *Plover* at Wuhan on 16th September; *Hedgehog* left Wuhan for up river on 16th September.

At Wanchai on Sunday a Chinaman committed a murderous assault on a boy of fifteen years, named Li Wo. He struck him repeatedly with his fists about the shoulders and chest and other parts of the body, and left him unconscious. The boy was at first believed to be seriously injured that when he was removed to the hospital the police took his depositions. He rallied, however, and gave the name of his assailant, who was arrested. The man was charged at the Magistracy yesterday and remanded till the 30th inst. The boy is now reported to be doing well.

About nine o'clock yesterday morning, as a gang of coolies numbering about thirty were engaged on excavation work in Bridges Street, at the back of Queen's College, in connection with property that is to be erected there, about forty tons of loose earth gave way and rolled on top of the men working below. They, however, managed to extricate themselves, with the exception of one named Chan Cheng, residing at 63, Ladder Street, who was killed almost instantaneously, and whose dead body was recovered some time later by the police under Inspector McNah. A search amongst the fallen material showed that the casualties were fortunately limited to this one fatality. Acting Captain Superintendent Baddeley and Acting Deputy Superintendent Mackie visited the scene of the landing to render aid if required.

The *Ostasiatische Lloyd* of the 13th inst., in an article on Russia and England in Persia, say that the recent disturbances and riots against the government at Teheran were due to the government negotiating for a loan from Russia. We do not think we are very far wrong, says the writer, in concluding that these riots show the collision between British and Russian interests that are continually taking place, not in Persia only but over the whole of Mid-Asia. At great length the *Lloyd* attempts to prove that hereafter efforts are being made by both nations to gain a preponderating influence in Persia. Great Britain does not attempt to improve and solidify her footing there, while Russia moves heaven and earth to return the compliment. The German writer is firmly convinced that at no distant date this rivalry between Great Britain and Russia to gain the predominating position in middle Asia will bring about a serious upset of the present peaceful relations existing—in other words, war.

Wu Ting-fang, China's representative at Washington, is still busy with his oratory. Addressing the Jewish Chantauque Society at Atlantic City recently he said:—"The Chinese and the Jews have always been friends and not enemies. Both have been persecuted and despised; at any rate, a considerable degree of prejudices existed against both. Prejudice grew out of ignorance of facts, and was the result of narrow-mindedness. If this prejudice was shown on account of vices or weaknesses, it would be justified; but it was not for these reasons. The Jews and Chinese are despised not on account of their vices—though they may have some—but on account of their virtues, on account of their industry, economy, perseverance, thrift, and business ability. These qualities the Jews possess to a remarkable degree, and on account of them aroused the prejudices of other people, and these good qualities the Chinese share with them, and therefore they are despised."

On Sunday night fire broke out in a samash store on the second floor of No. 369, Queen's Road Central. Damage to the extent of \$150 was done. But for the prompt action of Sergeant Dymond and Constables Broomefield and Wilden, who hurried along with a despatch box and extinguished the flames before the arrival of the Brigade, considerable damage would have resulted. The place was insured for \$7,000 with Messrs. Siemens and Co.

Havas telegrams announce the arrival in Paris on the 16th inst. of Count Lambsdorff and his entertainment at lunch by M. Delassé. On the 17th M.M. Louis, Waldick-Rousseau, and Delassé left for Dunkirk, followed later by the other Ministers.

By order of M. Doumer, Governor-General of Indo-China the *Journal Officiel de l'Indo-Chine Francaise*, hitherto divided into two parts, the first for Cochinchina, Cambodia, and Laos, the second for Annam and Tonkin, will from the 1st January next be issued as one publication, reserved solely for the proceedings of the Government. The *Bulletin Officiel de l'Indo-Chine* will be published under similar conditions.

In the House of Commons on the 16th ult. Mr. Flynn asked the First Lord of the Treasury whether his attention had been called to the proceedings in connection with the formation of the Pacific Cable Board; whether this Board entered into any contract respecting the construction of the cable before any resolution of Parliament or other sanction was obtained; and was any money paid in the nature of instalments before sanction of Parliament was obtained; and if so, was this action taken with the sanction of the Treasury representatives on the board; and what explanation of these proceedings could the Treasury offer to the House?

The Chancellor of the Exchequer, who replied, said:—"The Treasury and the Agents General of the several colonies interested entered into a contract with the Telegraph Construction and Maintenance Company for the construction and laying of the Pacific cable before the sanction of Parliament was obtained. This was in accordance with the regular practice with regard to contracts involving subsidies to telegraph companies or payments to steamship companies for the conveyance of mails. The exceptional feature in this case was that the first instalment of payments under the contract fell due, and therefore had to be paid, before the payment was sanctioned by Parliament. When the contract was agreed to, I had every reason to anticipate that we should be able to submit it to the judgment of the House before this instalment fell due, but this proved to be impossible owing to the congestion of business in the early part of the session. I take the entire responsibility for what occurred, but I think my action in accepting the contract was fully justified, because prices of materials were rising so much at the time that if we had not accepted the contract when we did, we should probably have incurred a considerable loss in the increased price of the cable.

The steamer *Sural*, which arrived at Shanghai from Hankow on the 17th inst., reported H.M.S. Woodcock arrived at Hankow on 14th September, from up river; *Algierine* and *Snipe* still at Hankow on 14th September; *Bramble* still at Kinkiang on 15th September; *Eudynia*, *Dido*, and *Pique* at Nanking on 16th September; *Plover* left Wuhan for up river on 16th September.

Before proceeding with the enquiry yesterday morning, Mr. F. B. L. Bowley, Crown Solicitor, referring to the sudden death at Yokohama of Mr. J. J. Francis, K.C., said:—"Before proceeding with the business of the Court, I would ask your Worship to allow me to refer to the great loss which the legal profession in the whole Colony has sustained in the terribly sudden death of a familiar figure in this Court, the senior member of the local Bar, Mr. Francis, who, at one time sat upon the Bench your Worship now occupies. For over 30 years he had been identified with this Colony, and had practised in its Courts with distinguished success; and we have become so accustomed to resort to his extensive knowledge and ripe experience in all difficulties that his loss will cause a gap in the Colony which must long remain unfilled. We mourn the loss to-day of a great lawyer, an eloquent and convincing speaker, and a personal friend. I am sure your Worship and all present will join in an expression of deepest sympathy with his sorrowing widow in her bereavement."

His Worship replied:—"Mr. Bowley, I am sure it was a terrible shock not only to myself but to everybody in the Colony when we heard the sad news of the great loss sustained by the legal profession in this Colony by the sudden death of Mr. Francis. With

reference to the remarks you have just made, I re-call them entirely, and I think I need hardly dilate on Mr. Francis's excellent qualities both as a lawyer and a man. As far as I am personally concerned, I may say I have lost a great friend. I may also mention that he was a personal element in the matter, and that is—he always carried a very high opinion of me owing to the fact that my father, the then Crown Solicitor, was one of Mr. Francis's examiners when he was admitted to practice in Hongkong. I am sure that great sympathy will be extended to the widow in her suffering.

The enquiry was then proceeded with. Yang Tung, the managing partner of the blacksmith's shop at Cochrane Street, No. 32, said he was now carrying on business at 41, Wing On Street. Questioned by Mr. Bowley, he proceeded to detail the nature of the work that had been carried on in Cochrane Street. It was all done in the ground floor, he said, and small iron brackets were driven into the wall on each side for the storing of iron pipes, etc. This admission the witness was very reluctant to make. No iron was stored on the verandah of the first floor, not a scrap.

Sebastian Garrod was the next witness. He deposed that when he got to the scene of the collapse in Cochrane Street he saw a fire in the north-east corner of No. 32, apparently on the ground floor. It took about an hour to extinguish it. The front walls and verandahs of both houses, Nos. 32 and 34, had fallen out into the road, and the party wall between them had fallen down inside, leaving standing at the back a portion ten feet in height. The floors in each house had fallen at an angle towards each other, leaving the higher portion leaning against the standing walls on each side. Witness was on special duty for ten days clearing up the debris. The supports for the verandahs were found in the side channels on each side of the street, but there was nothing seen to indicate that material had been stored on the verandahs.

When turning over the debris on the ground floor of No. 32, witness came upon a large quantity of iron rods and pipes in the blacksmith's shop. This had evidently been stored on the north side, but there were no indications of any iron having been stored on the south side. There was nothing of the nature of a cookstove or shelving for iron pipes.

The blacksmith was recalled, and denied the existence of a shelving suspended from the joists above for the storing of iron pipes such as sketched by Mr. Crisp, Inspector of buildings, when he gave his evidence on Saturday.

The owner, Chan Tuan Chung, was also recalled and questioned as to the position of the cookstove for storing beams and planks situated in the shop on the ground floor at No. 34 of Wing On contractor. The cookstove ran right along the party wall, and was ten feet deep. It was there when witness bought the house. He did not notice a similar cookstove in the blacksmith's shop. Witness, when the alterations were going on, moved the staircase out towards the street. The railings in the houses were put up by the tenants themselves. It was the case that the head of each staircase rested against a beam, which went right across the house from party wall to party wall. The beam was larger and stronger than ordinary floor joists. To move the existing staircase the beams on the first and second floors had to be moved.

The T.K.K. steamer *Hongkong Mara*, with cargo, &c., from San Francisco to the 4th inst., via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai this morning.

The N.P. steamer *Duke of York* sailed from Yokohama for Tacoma on the 21st inst.

The N.Y.K. steamer *Rosetta Maru* (Australian Line) left Nagasaki via Shimomosaki for this port on the 20th inst., p.m., and is expected to arrive here to-day, a.m.

The C.P.R. steamer *Empress of India* arrived at Vancouver on the 17th inst.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 23rd September, 10.47 a.m.

## THE COURT'S RETURN—LATEST REPORT.

A Hsianfu despatch reports that the Imperial Court will proceed to Kaifeng-fu, Honan, and will remain there for two years.

## DEATH OF MR. J. J. FRANCIS, K.C.

YOKOHAMA, 23rd September.

Mr. J. J. Francis, K.C., died suddenly yesterday morning. He was staying at the Grand Hotel, and took his usual morning tea, being apparently in good health. The boy left him to prepare his bath, and, on his return, found him in a fit. A doctor was immediately summoned, but Mr. Francis succumbed at eight o'clock, the cause of death being apoplexy. The funeral takes place to-day.

[We are indebted to our contemporary, the *Hongkong Telegraph*, for the above telegram.]

## SECOND ENQUIRY INTO THE COCHRANE STREET COLLAPSE.

## REFERENCE TO MR. FRANCIS'S SUDDEN DEATH.

Before proceeding with the enquiry yesterday morning, Mr. F. B. L. Bowley, Crown Solicitor, referring to the sudden death at Yokohama of Mr. J. J. Francis, K.C., said:—"Before proceeding with the business of the Court, I would ask your Worship to allow me to refer to the great loss which the legal profession in the whole Colony has sustained in the terribly sudden death of a familiar figure in this Court, the senior member of the local Bar, Mr. Francis, who, at one time sat upon the Bench your Worship now occupies. For over 30 years he had been identified with this Colony, and had practised in its Courts with distinguished success; and we have become so accustomed to resort to his extensive knowledge and ripe experience in all difficulties that his loss will cause a gap in the Colony which must long remain unfilled. We mourn the loss to-day of a great lawyer, an eloquent and convincing speaker, and a personal friend. I am sure your Worship and all present will join in an expression of deepest sympathy with his sorrowing widow in her bereavement."

His Worship replied:—"Mr. Bowley,

were shown at all, nor were any foundations shown for the new internal cross wall. The removal of the staircase would probably tend to weaken the party wall. No detailed drawings of the verandah of No. 34 were submitted to the P.W.D. With regard to No. 32, the plan was submitted to and approved by the Governor, but the owner did not sign the necessary agreement regarding the proposed verandah. That was the reason Mr. Crisp was sent in May to find out whether or not the verandah had been constructed. Witness remembered reading an article in the *China Mail* in August, 1899, regarding Jerry-building in Hongkong, which gave rise to considerable discussion. Before that time there were several collapses, and since then there had been more. Most of these latter, however, were due to the typhoon in last November, witness thought.

Mr. Bowley—And knowing that fact, why did you approve these plans?—The causes of the collapse should be enquired into first before I answer that question.

Were they not owing to defective building?

You admit you had discretion in the matter. Why did you approve these plans?—We could have told the architects we would not approve them until they had opened up the foundations.

Why didn't you do it?—We had no orders to do it.

You might have refused to sign these permits?—We could not tell the architect he had no time to inspect this building.

Was there anything to compel you to sign these permits?—If the plans are in accordance with the Building Ordinance we must sign them.

You have seen the houses, Mr. Tooker. Now, is there anything to indicate that there were deviations from the plans for the alterations and additions?—Yes.

What are they?—On the ground floor of No. 34 there is an arch instead of a cross wall, and opening into the kitchen, there is an archway instead of a door. There is no internal cross wall as shown in the plan, nor are there any chimneys in accordance with the plan. There is a pipe due to serve the ground floor only, and that is not in accordance with the plan.

Did you notice any cutting in the party wall of the cookhouse?—I did. There is a recess in the party wall between Nos. 34 and 36, in the cookhouse on the first floor. It is about 2 ft. 6 in. square and about 3 in. deep. It appears to be new work.

Did you see anything on the roof?—On the roof there was a superstructure of brickwork about 7 ft. high and about 5 ft. square. It appeared to be used as a cookhouse. Alongside this cookhouse was another superstructure which had partly broken away.

What had it been used for?—I can't say.

And now, as regards No. 34. What deviations from the plan did you notice there?—On the ground floor was an arch instead of a cross-wall. The internal crosswall was not there at all. There were no chimneys as shown in the plan, and there was a similar superstructure to that at No. 34 on the roof, but not so high, though nearly so. The sides of this superstructure appeared to be built in the party wall between 32 and 34.

We have it that the height of the party wall was 5 ft. 4 in. With that superstructure on top, that would make the wall somewhere about 6 ft. high.—Superstructures of that nature are not considered as part of the main wall.

As far as you can judge, did any of these deviations you have mentioned contribute towards the accident?—I think they would contribute in a slight degree, but I don't think the chimneys or the superstructures on the roof contributed to the collapse.

His Worship—They were bound to have added to the weight?—They did not add to the weight of that portion of the wall which gave way. I think the absence of the internal cross wall would tend to weaken the building.

Mr. Bowley—I think you have already given us your opinion as to the cause of the collapse?—Yes, and I am still of the same opinion.

Do you consider the work in the blacksmith's shop would tend to weaken the wall?—I think it would have a little effect that way, but not very much.

Was the collapse caused by the additional weight placed on the party wall through the additions and alterations?—I don't think so. The wall would have come down sooner or later. It might have stood for years?—I doubt it.

Can you tell me the number of inmates allowed by law to occupy these houses?—Practically 55 people to each house.

Before or after the alterations?—After the alterations.

Can you give us any idea as to how many Chinese houses have had another story added to them during the year 1900?—Plans were deposited during the year for raising 189 houses an extra story.

His Worship—I suppose these extra stories have been added?—The plans were approved and permitted issued.

This concluded the examination of Mr. Tooker, who asked for and was granted permission to make the following statement:

I arrived in the Colony in April, 1890, and was placed in charge of Building Ordinance work and also of work carried out under the heading "Annual Recurrent Expenditure." That included maintenance of Government buildings, maintenance of the public cemetery, maintenance of the Praya wall and pier, maintenance of lighthouses, maintenance of all roads in the Colony, lighting the city with gas, maintenance of public recreation ground, and maintenance of other works of a miscellaneous nature. Mr. Brown was then Surveyor, and my staff consisted at that time of one assistant engineer, two overseers of roads, three overseers of buildings, one overseer in charge of the cemetery, and one overseer of Building Ordinance work, besides two or three native foremen. Mr. Cooper succeeded Mr. Brown in 1891, and he gave me, then another assistant engineer, and added maintenance of telegraphs to my work. This staff was maintained, up till the time I went on leave in March, 1897. I returned to the Colony in March, 1898, and Mr. Ormsby, who was then Director of Public Works, told me I would have to do with one assistant engineer, Mr. Haselden, who was nearly all his time on Building Ordinance work. Mr. Ormsby added to my work maintenance of buildings in the New Territory, and maintenance of telegraphs in the New Territory. I was invalided home in October, 1898, and returned again to the Colony in December, 1899. My staff then consisted of one assistant engineer, two overseers of roads, four overseers of buildings, one overseer of the cemetery, one overseer of the recreation ground, and a few native foremen. The principal overseer of Government buildings resigned in June, 1900, and his place was not filled up at the time. It was not till 1st November, 1900, that an assistant overseer was appointed locally to look after Government building work. In the meantime the principal overseer of roads, in October, 1900, went home on sick leave, but died on the passage. His place was not filled up until the next day, and I was left with one overseer of roads and telegraphs all over the Colony and of telegraphs in the New Territory until the beginning of 1901, when I was given the services of an assistant overseer. He was a sick man and could do very little, and

was taken away again in February, 1901, thus leaving me with one overseer for roads and telegraphs until about the middle of the year, when I got the assistance of Mr. Carroll, who was formerly overseer of sewers. He worked with me for about a month and then had to go home on sick leave. I was again left with one overseer of roads and telegraphs until just recently, when another overseer was appointed for roads and two more Portuguese foremen.

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refused to sign these permits until he had satisfied himself on all points. It was no excuse, because a man had no time to do a certain duty, that that duty should remain undone. If he had no time to inspect the building, it was in his power to refuse to sign the permit, or he might have referred the matter to the Government and thrown the responsibility on it. Mr. Bowley submitted that the persons to blame in the matter of the collapse were: in the first place, the architect or whose professional knowledge the owner relied, but who made no examination at all of the houses concerned; secondly, the official responsible in the Public Works Department, who, without making any examination whatever, passed the plans; and thirdly, the head of the Department, who had allowed the staff in charge of the duties of the Building Ordinance to dwindle down gradually, although the work was increasing, until it consisted of—Mr. Crisp. He had actually taken away the assistant engineer in charge of building work and appointed nobody save one overseer who had just come out to the Colony and hardly knew his way about the street. In this way the Building Ordinance had been allowed to dwindle down to a mere farce. Mr. Bowley, in conclusion, asked his Worship to bring in a verdict, in addition to his previous finding, that the deaths of these people were due to the adding of a new story to the rotten party wall, and said that the architect who recommended the addition and the parties who sanctioned it were guilty of gross negligence.

His Worship—I shall have to take a little time to consider the evidence, and will give my verdict on Wednesday morning at ten o'clock.

#### QUEEN VICTORIA MEMORIAL FUND.

##### CHINESE SUBSCRIPTIONS.

Chau Tung Shang	\$2,000
Chin Wai Kong Opium Farm	600
Yan Wo Co.	500
Shing Wu Co.	500
Yuen Fat Hong	500
Hop Hing Hong	500
Yes On Firm	329
Kwong Mow Tel	300
Fung Wa Chin	300
Ho Fook	300
Yuen Lai Chuen	300
King Fung & Co.	300
Lau Wai Chuen	300
Hon Wei Yuk	200
Loo Koon Ting	200
Chia Chee Bee	200
Mok Two Chuen	200
Fun Fai Fins	200
Kin Tai Loeng	200
Yuen Hop	200
Robert Jack & Co.	200
Yu Wui Loong	200
Tang Cheuk Hing	150
Leung Yan Po	150
See Wo	150
Wang Hing	150
Tak Cheung	150
Cheung Wo	150
Lock Hing	150
Man On Insurance Co.	1,000
Po On Insurance Co.	1,000
Cheen On Insurance Co.	1,000
Yeo On Insurance Co.	1,000
Tung-On Insurance Co.	1,000
Fook On Insurance Co.	1,000
Hang On Insurance Co.	1,000
Yan On Insurance Co.	100
Tseung Sz Kai	100
Wei On	100
Leung Pui Chi	100
Hu Shua Chuen	100
Ho Kong Tong	100
Wong Kuan Fuk	100
Wing Cheung Leo	100
Chu Wing On	100
Ng King Fook Tong	100
Young Hing	100
Tai Sing	100
Kwan Tai	100
Nam Hing Loong	100
Chun Tai	100
Nam Wo & Co.	100
Kwong Loong Tai	100
A Tack & Co.	100
Kem Fung Yu	100
Kat Cheung Hing	100
Laes Cheong	100
Tsun Cheong Wing	100
Yeo Shan Tai	100
Tak Shing Hong	100
Hau Fung Hong	100
Kwan Yik Tai	100
Man Saang	100
Chin Tin Shua	100
Li Lui Wo	100
Fung Shau Shan	100
Yan Wai Chiu	100
Chin Hang On	100
Yung Hin Pong	100
Lan Chin Ting	100
Kwong Wing Shun	100
Kung Yuen	100
Kwong Man Cheung	100
Joe Tak Sing	100
Bang Kee	100
Kwong Kit Fat	100
Hin Fat	100
Tak Cheung	100
Min Yu Tai	100
Kwong Cheung Wo	100
Kwong Wa Yuen	100
Kwong Yik Wo	100
See Sing Wo	100
Kwong Lun Tai	100
Tang Kee & Co.	100
Tsu Tai Cheong Loong	100
Sing Tai	100
Yu Wo Loong	100
Yu Cheong	100
Po Leong	100
Ham Yuen	100
Kwong Yu Ying	100
Kwong Tak Wing	100
Kwong Wo Loong	

## 4 NEW ADVERTISEMENTS

LOST.

ON Sunday Afternoon in the vicinity of Leighton Hill Road one Small White MANILA POODLE. Anyone returning same to No. 22, Leighton Hill Road, or to the Office of the undersigned, will be thanked and if necessary rewarded.

LEOPOLD SPATZ.

Hongkong, 24th September, 1901. [2419]

WOOD'S VICTORIAN BUTTER.

THE Undersigned begs to notify the Public that he has This Day sold by Public Auction a Quantity of DAMAGED BUTTER in 1 lb. and 2 lb. tins.

The tins have been marked with a cross, scratched on the cow's head.

GEO. P. S. CAMPBELL,

Sole Agent for Wood's Victorian Butter in China, Japan and the

Philippine Islands.

Hongkong, 23rd September, 1901. [2420]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED,

TO-DAY (TUESDAY)

(the 24th inst., 1901, at Noon, at their Sales Rooms, 20, DES VŒUX ROAD,

SUNDRY HOUSEHOLD FURNITURE,

Also

20 Cases SCARLET and BROWN BLANKETS, 49 Boxes INDIAN CIGARS, 11 Cases GLASS JARS, 29 Dozen UMBRELLAS, JAPANESE VASES, 10 Cases BEER;

&amp;c., &amp;c., &amp;c.

TERMS: As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 24th September, 1901. [2421]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

on

FRIDAY,

the 27th SEPTEMBER, 1901, at 2.30 P.M., at

No. 112, PHAYA EAST, WANCHAI.

A QUANTITY OF

HOUSEHOLD FURNITURE

(Full Particulars in Catalogue).

On view from Thursday, the 26th September.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 24th September, 1901. [2422]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

CALCHAS.

are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Cargo undelivered after the 30th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st October.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd September, 1901. [2423]

## DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMoy AND TAMSUI,

THE Company's Steamship

"HAIMUN."

Captain Pasmore will be despatched for the above ports TO-DAY, the 24th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

Hongkong, 24th September, 1901. [2424]

## DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMoy AND FOOCHOW.

THE Company's Steamship

"THALES."

Captain Bohson will be despatched for the above ports TO-DAY, the 24th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

Hongkong, 23rd September, 1901. [2425]

## HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain Schulz, will be despatched for the above port on THURSDAY, the 20th inst., at 3 P.M., and is now ready to take cargo.

This Steamer has superior accommodation for

First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN &amp; CO.,

Agents.

Hongkong, 23rd September, 1901. [2418]

## TSANG FOO &amp; CO.

SAM WING HING,

COAL MERCHANTS,

No. 48, DES VŒUX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901. [2411]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting

THE BEST NITRO-POWDER in the WORLD

PRICE OF 12-HOLE CARTRIDGES:

Loaded with Gunpowder only, and 1 oz of Shot.

Primrose Cases \$3.65 \$7.40

Pegamoid Cases 6.25 8.00

Ejector Brass Cases 6.90 8.65

5 per cent. discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT &amp; CO.,

Gunmakers,

Hongkong.

Hongkong, 27th July, 1897. [1663]

## A ON &amp; CO.,

PHOTOGRAPHERS AND PORTRAIT

PAINTERS.

All kinds of Oil Paintings and Photographic

Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gapp &amp; Co.

Hongkong, 20th March, 1901. [79]

## PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

THE ORDINARY GENERAL MEET-

ING OF SHAREHOLDERS in the

above Company will be held at the COM-

PANY'S OFFICES on SATURDAY, the

28th SEPTEMBER, at Noon, for the purpose of

receiving the Report of the General Managers,

together with a Statement of Accounts to 30th

June, 1901.

THE TRANSFER BOOKS of the Company

will be CLOSED from the 23rd to the 28th

September, both days inclusive.

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

Hongkong, 19th September, 1901. [2382]

GREAT EASTERN AND CALEDONIAN

GOLD MINING CO. LTD.

(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a

First and Final Dividend of 24 Cents

per Preference Share will be Paid.

Shareholders are requested to send in their Preference

Shares at their earliest convenience to the

Undersigned, whereupon Payment of the above

Dividend will be made.

M. BENNECKE,

Liquidator.

Hongkong, 24th August, 1901. [2163]

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HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BUILDERS

KANG ON,  
Contractor; 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

Mechanics engaged. Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hobart.

## PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in Hongkong. Established 1859. Views, Engravings, Ivory Miniatures, Oil Paintings, &c. Ice House Street.

MEECHEUNG,  
Ice House Street, Top Floor. Permanent Engravings, Groups, Views, etc.; Development Works, Amateurs' Requisites

M. MUMAYA, JAPANESE ARTIST.  
Brodure and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manilla. Work done for Amateurs, No. 8a, Queen's Road Central.

## PRINTING

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## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors. Ship Chandlers, Sailmakers, Provision and Coal Merchants. Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers, Provision and Coal Merchant, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND,  
43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners Composition ("Greyhound Brand") and Blandell Spens & Co.'s Composition.

## TAILORS

R. HAUGHTON & CO.,  
Naval Military and Court, 16, Queen's Road. Opposite Kuhn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS," Importer of the Best Manila Cigars; 25 Pottenger Street.

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DROZ & CO.,  
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

## H. F. CARMICHAEL

CONSULTING ENGINEER,  
SURVEYOR AND CONTRACTOR,  
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
A.B.C. Code, 4th Edition.  
A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. [1554]

## CARTRIDGES! CARTRIDGES!!

JUST LANDED a NEW STOCK of ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.  
20 BORE CARTRIDGES

16 "

12 "

10 "

8 "

Wm. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [121]

## WING CHEONG,

Dealers in PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES and CALVED IVORY WARE, FINE SILKS and GESSO CLOTHES.

General Importers of ANISEED and CASSIA OILS, &c., &c., Stock always on Hand.

AN INSPECTION IS RESPECTFULLY SOLICITED.

Note.—We beg to announce that we also buy all kinds of Curios at Moderate Prices.

1 & 3, D'AGUILAR STREET

(Behind Hongkong Dispensary).

Hongkong, 18th April, 1901. [1811]

## PIANO-FORTE TUNING AND REPAIRING.

Mr. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally.

TUNING \$3.50.

Address—Care of DRAGON CYCLE STORE,

D'Aguilar Street.

Hongkong, 4th September, 1901. [2220]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "LIGHTNING,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. on the 24th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods, from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counterfeited by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 26th September, 1901. [2398]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

## "AG. MEMNON"

are hereby notified that the Cargo is being discharged from Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown and/or the 21st instant.

Optional Cargo will be landed unless notice has been given prior to steamer arrival.

Goods undivided after the 26th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th instant.

No Fire Insurance has been effected.

BUTTERFLY LTD. & SWIRE,

Victoria, Agents.

Hongkong, 19th September, 1901. [1515]

## BONZOLINE BILLIARD BALLS.

## THE MOST PERFECT

and

## ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLINE BILLIARD BALLS 21".

PRICE Rs. 36 per set.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2633-2]

## C. LAZARUS &amp; CO.

## BILLIARD TABLE MANUFACTURERS.

60 & 61, Bentinck Street.

1901-11 CALCUTTA.

THE

## CHINA AND JAPAN

## TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

## HONGKONG EXCHANGE.

## OPEN DAY AND NIGHT

## SUBSCRIPTIONS—

## EXCHANGE LINES,

\$80 Per Annum.

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## NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines as

more than average length.

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## DESCRIPTION IN STOCK,

Including—

## BATTERIES,

## CHEMICALS,

## ELECTRIC BELLS,

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## LIGHTNING CONDUCTORS,

## SWITCHES,

## TELEPHONES,

## WIRE, &amp;c., &amp;c.

## PRICE LISTS

ON

## APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrica

work.

Trained Mechanics sent to Out-Ports

fit up Installations if required.

For full particulars, &c., &c.

Apply to W. STUART HARRISON,

Manager.

Note Address—No. 2, ICE HOUSE ROAD.

Hongkong, 18th January, 1901. [2559]

PIANO-FORTE TUNING AND

REPAIRING.

Mr. E. A. BROWNE is prepared to

undertake the above at reasonable rates.

All Repairs done personally.

TUNING \$3.50.

Address—Care of DRAGON CYCLE STORE,

D'Aguilar Street.

Hongkong, 4th September, 1901. [2220]

(Continued from page 3.)  
the usual proportion would be about 30 per cent., so that there was no great excess of cases among the non-Chinese women.

**Age.**—The total number of cases among Chinese children, under fifteen years of age, was 313, or 26.4 per cent. of the total Chinese cases. The percentage in 1900 was 25.9, and in 1901 it was 21.1 per cent. The proportion of children under this age, among the Chinese population, was found at the Census taken this year to be only 17.2 per cent., so that it is very evident that children are very liable to contract this disease.

Eight of the above-named children appear to have recovered, giving a mortality of 97.8 per cent., which is practically the same as the mortality among the adult Chinese.

**Dead Bodies in the Street.**—No less than 308 of the Chinese cases were dead bodies found lying in the street or floating in the harbour. This represents 21.7 per cent. of the total cases; it shows, however, a considerable reduction when compared with previous years, as in 1900 the percentage of unclaimed bodies found was 37.1 per cent., in 1901 it was 19 per cent., and in 1902 it was 36 per cent. On the other hand more sick people, including even quite young children, have been found wandering about the streets than in former years, having apparently been turned out of their houses by the other occupants.

The number of such cases occurring yearly without known addresses, coupled with the number of sick persons who leave the Colony in the early stages of the disease, afford a ready explanation of its annual recurrence, for many infected houses must of necessity remain undisinfected, and the only possible remedy I can see for this is a thorough house-to-house cleansing and disinfection after the epidemic is at an end, so that we may prepare for the epidemic of next year by destroying before-hand as many as possible of the germs which most certainly exist at present in the houses whence these antecedent cases came.

This procedure cannot however be adopted until further powers are obtained by the Board, and these have accordingly been made, which will furnish the necessary powers, and have been forwarded to the Government for the approval of the Legislative Council.

**Temperature.**—It will be seen that, as in former years, the disease declined as soon as the mean weekly temperature exceeded 80 deg. F. Thus on the 21st week (ending May 25th), the mean weekly temperature rose to 80.1 deg. F., with the result that the total number of cases fell from 153 on the week ending June 1st to 161 on the week ending June 8th, the effect of the rise of temperature not being apparent, of course, until after the lapse of the period of incubation (which varies usually from four to ten days), in most of our cases, the period of duration of the disease, since the cases are seldom discovered or reported until they are either dead or moribund. A fall in the mean weekly temperature to 78.5 deg. F. during the 22nd and 23rd week will be seen from the chart to have resulted in a very slight recrudescence of the disease in the 23rd week, but after this the temperature ran rapidly to 83.0 deg. and the number of cases of the disease fell with even greater rapidity.

**Rats.**—The outbreak this year has been specially marked, so far at least as the European cases were concerned, by the finding of dead rats in the dwellings in which such cases occurred.

These rats were found generally during the few weeks preceding the occurrence of the case, but, as I have already stated, many dead rats were also found in houses and offices in which the disease did not occur. Of three rats, moreover, which were caught alive in infected houses, and were kept in cages at the disinfecting station, only one died, and this was apparently from an injury incurred at the time it was caught. In the chart showing bubonic fever and general rat mortality, I have given the curves for the last quarter of 1900, as well as for the half-year ending June

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *a.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *b.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION
LONDON, &c., via PORTS OF CALL.
LONDON
LIVERPOOL DIRECT.
LIVERPOOL, BIECT.
BREMEN, VIA PORTS OF CALL.
MARSELLES, &c., VIA PORTS OF CALL.
MARSELLES, LONDON & ANTWERP, v. SPORE, &c.
HAVRE & HAMBURG
NEW YORK
NEW YORK VIA PORTS & SUEZ CANAL
NEW YORK VIA SUEZ CANAL
NEW YORK VIA SUEZ CANAL
NEW YORK
NEW YORK VIA SUEZ CANAL
VANCOUVER, VIA SHANGHAI, &c.
VANCOUVER VIA SHANGHAI, &c.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.
TARAKI
OLYMPIA
KINSHIKA MARU
TOBA MARU
TEENKAI
HONGKONG MARU
CITY OF PEKING
STRATHGYLE
ROSETTA MARU
AIRLINE
YAWATA MARU
CHINGTU
SOCOTRA
INABA MARU
SHINANO MARU
KASUGA MARU
YAMAGUCHI MARU
LOKANG
KWEIYANG
KIUKIANG
CHANGSHA
LAOS
BENGAL
LOONGMOON
TSINIAN
MAIJUJU MARU
ANPING
FOOCHOW VIA SWATOW & AMOY
FOOCHOW VIA SWATOW & AMOY
TAMSUI VIA SWATOW & AMOY
AMOY & TAMSUI
SWATOW, AMOY & FOOCHOW
MANILA
MANILA
SAMARANG & SOURLABAYA
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## SHIPPING.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

## "LAOS."

Captain Elixier will be despatched for the above ports on or about TUESDAY, the 24th inst.

For Freight or Passage, apply to P. DE CHAMPORIN, Acting Agent.

Hongkong, 18th September, 1901.

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA DIRECT.

THE Company's Steamship

## "DAMIANA."

Captain J. Rattenbury, will be despatched as above TO-MORROW, the 25th instant, at 5 P.M.

This Steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO.

General Managers, Hongkong, 23rd September, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"MOUL".

On 25th September.

"SATSUMA".

On 20th October.

"KURDISTAN".

On 5th November.

"LENNOX".

On 29th November.

"RICHMOND CASTLE".

End of November.

"ORONSAY".

For Freight and further information, apply to DODWELL &amp; CO., LTD.

Agents.

Hongkong, 14th September, 1901.

(1739)

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

## "LAISANG."

Captain Payne will be despatched as above TO-DAY, the 24th instant, at NOON.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 17th September, 1901.

(1735)

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

## "ANPING MARU."

Captain S. Aisumi, will be despatched for the above ports TO-MORROW, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

Agents.

Hongkong, 11th September, 1901.

(19)

## FOR NEW YORK.

THE 93 AMERICAN Ship

## "MANUEL LLAGUNO"

will load during September and October.

sailing about 26th October.

For Freight, apply to SHEWAN, TOMES &amp; CO.

Hongkong, 11th July, 1901.

(1758)

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
"EMPEROR OF JAPAN". Comdr. H. Pybus, R.N.B. WEDNESDAY, 25th Sept., 1901  
"EMPEROR OF CHINA". Comdr. E. Archibald, R.N.B. WEDNESDAY, 23rd Oct., 1901  
\* "TARTAR". 4,450 Tons. Comdr. E. Beetham, R.N.B. WEDNESDAY, 6th Nov., 1901  
"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N.B. WEDNESDAY, 20th Nov., 1901  
\* "ATHENIAN". 3,882 Tons, Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent in MADE AT MONTREAL, Quebec, TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## \* SPECIAL EXTRA SERVICE.

The Company's Steamship "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The rate is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Peulder's Street.

10

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

ARABIA (Calling at Singapore and Colombo) On 5th Oct. Freight.

KOENIGSBERG (Calling at Singapore and Penang) On 19th Oct. Freight and Passage.

BAMBERG (Calling at Singapore and Colombo) On 2nd Nov. Freight.

SEGOVIA (Calling at Singapore and Penang) On 16th Nov. Freight.

MARBURG (Calling at Singapore and Colombo) On 30th Nov. Freight.

HARVE &amp; HAMBURG (Calling at Singapore and Colombo) On 30th Nov. Freight.

1051

## HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, NO. 1.

Hongkong, 12th September, 1901.

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,  
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	October 1st
QUEEN ADELAIDE	2,832	F. McNair	October 8th
VICTORIA	3,502	J. Paxton	October 15th
BRAXEAR	3,601	W. Watt	November 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, 252

Excellent accommodation. First-class Table, Doctor and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, 248

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

## HONGKONG TO VICTORIA AND TACOMA, 235

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEIA and St. MICHAEL.

## Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 13th September, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON</
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## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM GLASGOW and LIVERPOOL...	OUTWARDS. STEAMERS NESTOR" LAERTES"	DUE On 1st October. On 9th October.
LONDON	HOMEWARDS. STEAMERS "AJAX" "PYERHUS" "CALCHAS" "NESTOR" "MACHAON"	TO SAIL On 1st October. On 15th October. On 29th October. On 1st November. On 26th November.
LONDON	"ULYSSES"	On 15th October.
LONDON	(Taking cargo at London Rates)	On 15th November.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.
LIVERPOOL DIRECT	(Taking cargo at London Rates)	The S.S. "CALCHAS" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN on 25th inst.
for Freight, apply to	BUTTERFIELD & SWIRE, AGENTS O. S. S. CO.	

Hongkong, 23rd September, 1901.

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING	TUESDAY, 24th September, at NOON.
GAEILIC	WEDNESDAY, 2nd October, at NOON.
CHINA	SATURDAY, 19th October, at NOON.
DORIC	TUESDAY, 26th October, at NOON.
PERU	TUESDAY, 12th November, at NOON.
COPTIC	WEDNESDAY, 20th November, at NOON.

THE P. M. S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets, but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 11th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY): THE Company's Steamship.

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "STRATHGYLE" .... On 10th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, San Diego.

For further information as to Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 9th September, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a regular service of steamers from Soo-tieh (Puget Sound) to Japan, China and the Philippines, in conjunction with the GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits.

FRANK WATERHOUSE &amp; CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the EAST, SHANGHAI.

JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 25th July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

CELESTE BURELL, British ship, Jeffry—Order.

HELEN A. WYMAN, American ship, Vankon—Arthur, Old, Karberg &amp; Co.

I. F. CHAPMAN, American ship, Chapman—Arthur, Karberg &amp; Co.

L. SCHEFF, American ship, C. S. Kendall—Carlowitz &amp; Co.

Hongkong, 4th August, 1897.

DODWELL &amp; CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR TIEN-TSIN VIA SWATOW.

## THE Company's Steamship.

## "LOKSANG."

Captain Leask, will be despatched as above on SATURDAY, the 26th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 21st September, 1901. [2404]

COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOT POSTE FRANCAIS.

## STEAM FOR SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

## ASIA.

## PORTS OF BRAZIL AND RIVER PLATE.

## ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Boule, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLE via BOMBAY.

This Steamer connects with COLOMBO with the s.s. "Toukin," which vessel takes on her Passengers and Mail, leaving that port on the 15th October direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

## P. DE CHAMP MORIN, Acting Agent.

Hongkong, 24th September, 1901. [2405]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

## (ROB. M. SLOAN &amp; CO., HAMBURG.)

## FOR NEW YORK.

THE full-powered Steamship.

## CLAVERDALE

will be despatched for the above port on the 5th November.

For Freight, apply to

## CARLOWITZ &amp; CO., Agents.

Hongkong, 21st September, 1901. [2395]

## SAILING VESSELS.

Celeste Burill, British ship, 1,764, Hartbert, Aug. 29, Order.

Geo. Valentine, French wh., 766, Hartbert, Aug. 23, Order.

Helen A. Wyman, Amer. ship, 1,664, Vanhorn, Sept. 10, Arnhold, Karberg &amp; Co.

I. F. Chapman, Amer. ship, 1,213, Chapman, Aug. 10, Arnhold, Karberg &amp; Co.

Kentmore, British ship, 2,347, Bandy, Sept. 19, Standard Oil &amp; Co.

Launceston, Brit. bark, 1,215, McDougall, Aug. 14, Master.

L. Scheep, Amer. ship, 1,673, Kendall, July 5, Carlvo &amp; Co.

Manuel Laguno, Amer. ship, 1,650, Nichols, June 30, Standard Oil Co.

M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited.

Sea Witch, Amer. ship, 1,172, Howes, Feb. 21, Master.

State of Maine, Amer. ship, 1,467, Colcord, Sept. 8, Standard Oil Co.

Susquehanna, Amer. ship, 2,500, Bailey, July 25, Order.

Eloano, American str., 510, Altonaz, Sept. 3.

Brandao &amp; Co.

Elas, German str., 1,702, Schonwandt, Sept. 17.

Jehan &amp; Co.

Empress of Japan, British str., 3,003, Pybus.

Sept. 11, C. P. R. Co.

Gloucester City, Brit. str., 2,197, Nilson, Sept.

20, Butterfield &amp; Swire.

Haikun, British str., 636, Pasemoro, Sept. 22.

Douglas Lapraik &amp; Co.

Hermon Monell, Ger. str., 1,125, Shatt, Sept.

18, E. A. Trading Co.

Heihao, French str., 509, Morlees, Sept. 21.

A. R. Murty.

Hongkong, French str., 802, Pannier, Sept. 23.

A. R. Murty.

Kohiold, German str., 1,291, Leusa, Sept. 21.

Butterfield &amp; Swire.

Kwangle, British str., 1,467, Lincoln, Sept. 17.

Chines, Chinese str., 1,062, Outerbridge, Sept.

## POST OFFICE NOTICES.

The Laos, with the French Mail of the 23rd ult., left Saigon on Saturday, the 21st inst., at 5 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 20th July.

The Bengal, with the English Mail of the 30th ult., left Singapore on Saturday, the 21st inst., at 4 p.m., and may be expected here on or about Thursday, the 26th inst. This Packet brings replies to letters despatched from Hongkong on the 26th July.

## MAILS WILL CLOSE.

## FOR

Canton, Kowloon and Pakhoi

Tamsui, Amoy and Foochow

Swatow, Amoy and Calcutta

Singapore, Penang and Calcutta

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,

HONOLULU AND SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macao, Shanghai

Kunshuk and Samsui

Samarang and Sourabaya

Swatow, Amoy and Foochow

Hongay

Hollow and Haipaoong

Canton

Bangkok

Haiphong

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,

VICTORIA AND VANCOUVER, B.C.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Tientsin

Manila

Shanghai

Singapore and Bombay

Tientsin

EUROPE, &amp;c., India via Taticorin

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Swatow and Tientsin

Chefoo and Newchwang

EUROPE, &amp;c., India via Taticorin

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Shanghai, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne

## PER

Hankow

Nuthao

Subine Rickmers

Thales

Laisang

City of Peking

Hengshan

Gloucester City

Tungking

Shans

Amping More

Anara

Japon Diderichsen

Ponan

Chouya

Hongkong

Empress of Japan

Kweiyang

Diamant

Loongnoon

Carinthia

Kukiang

Chuedo

Loksong

Chungsha

Preussen

Tsinan

Chingtu

## DAY AND HOUR.

Tuesday, 24th, 7.30 A.M.

Tuesday, 24th, 8.00 A.M.

Tuesday, 24th, 8.00 A.M.

Tuesday, 24th, 10.00 A.M.

Tuesday, 24th, 10.00 A.M.

Registration

10.45 A.M.)

Letters, &amp;c., 11.00 A.M.

Tuesday, 24th, 11.15 P.M.

Tuesday, 24th, 2.00 P.M.

Tuesday, 24th, 3.00 P.M.

Tuesday, 24th, 4.00 P.M.

Tuesday, 24th, 5.00 P.M.

Tuesday, 24th, 5.00 A.M.

Wednesday, 25th, 9.00 A.M.

Wednesday, 25th, 9.00 A.M.

Wednesday, 25th,

Registration

10.45 A.M.)

Letters, &amp;c., 11.00 A.M.

Tuesday, 24th, 11.15 P.M.

Tuesday, 24th, 2.00 P.M.

Tuesday, 24th, 3.00 P.M.

Tuesday, 24th, 4.00 P.M.

Tuesday, 24th, 5.00 A.M.

Saturday, 28th,

Circular

8.00 A.M.

Registration

10.00 A.M.

Registration, with late fee of 10 cents, up to 10.45 A.M.)

Letters, &amp;c., 11.00 A.M.

Wednesday, 25th, 4.00 P.M.

Wednesday, 25th, 4.00 P.M.

Thursday, 26th, 2.00 P.M.

Thursday, 26th, 4.00 P.M.

Friday, 27th, 4.00 P.M.

Saturday, 28th,

Registration